

Intimations.

DAKIN BROS. OF CHINA, LIMITED.
DISPENSING CHEMISTS, &c.
CHEMISTS AND AERATED WATER MANUFACTURERS.

A REFRESHING WHOLESOME DRINK.

DAKIN'S LEMON SQUASH.
A VERITABLE LEMON SQUASH
AERATED, COOLING, THIRST QUENCHING.

PER DOZEN 50 CENTS.

(Telephone No. 66.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.
Hongkong, 4th May, 1891.



BY APPOINTMENT.

WINES AND SPIRITS.
A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most improved kind, and we are well able to compete in quality with the best English makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them of the ordinary size.

COAST PORT ORDERS.
Whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG," And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for bottles that look dirty, or grasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED,
Hongkong, China, and Manila.

The Hongkong Telegraph.
HONGKONG, THURSDAY, JUNE 4, 1891.

We gravely fear that it is such a far cry from Hongkong to Downing Street that all the walling and invective that has been heard in this colony in the matter of the Military Contribution during the last nine months will never reach the ears of the Chancellor of the Exchequer. Judging from Mr. Goschen's tone, when replying to the arguments in favor of a more liberal policy towards the Crown Colonies advanced by Sir R. Fowler and Sir T. SUTHERLAND in the House of Commons seven weeks ago, he had evidently determined to shew a surplus in this year's Budget, and the fact that he did so at the expense of the handful of Britons toiling for a living ten thousand miles from home did not weigh one grain with him. It is at a gloomy time like the present that a Colony feels the want of a representative body to safeguard its interests at home; who can shatter such spurious and specious arguments as Goschen advanced, founded on Governor des Vaux's Unhappy Despatch, "that if our colonies were progressing in wealth, population, and every other attribute of prosperity, it was but fair that they should in some fixed proportion bear the increased cost of defence." Only an optimistic turn-of-mind Chancellor of the Exchequer, with a surplus up his sleeve, could regard the state of affairs in the Far East as "progressive," when commerce is passing through a severe crisis like the present, when distress almost without parallel exists among the European residents, though thinly veiled by the system of credit which mercifully prevails. This doubling of the Military Contribution, one needs to remember, is not some abstract principle which merely amounts to a question of sentiment; it means a very serious and immediate increase in the taxes which every resident in this Colony is now paying. It means that the consolidated rates, which now amount to between 13 and 14 per cent. on the amount of rent paid, will be raised to produce £20,000 a year more, and unless the

public of Hongkong take a much less invertebrate attitude in the matter, and publicly support their representatives in Council, we may look forward to the impost becoming permanent.

To Sir Thomas Sutherland's suggestion for the appointment of a Committee or Commission to examine into the rights and wrongs of the matter there is only one objection—that it is altogether too simple and sensible a method of dealing with this vexed question for the Government to adopt. There will be a dissolution of Parliament before the end of 1891; the Ministry need a fat Budget to point to on the hustings; they will have a strong card to play in this proposition for free State education; and what is it to them that the surplus is extorted from a few unfortunate residents in distant Imperial coaling-stations, whose only privileges in the way of education are those of paying about ten times the home price for a very inferior article, judging from the children who have come under our observation.

At the meeting of the Legislative Council to-morrow, if Major-General BARBER desires to gain for himself the reputation of a plain, frank soldier-Administrator, he will tell the public, in that double capacity, precisely what has been done, why it has been done, and if there is any reasonable hope of getting redress. The opportunity is there—Mr. WHITHEAD has asked a few questions which require a different answer to the usual bald unsatisfactory responses which the Colonial Secretary is accustomed to make "by command of his Excellency." If we are to be legally robbed we are entitled to know the reason why.

TELEGRAMS.

PARLIAMENTARY NEWS.

LONDON, June 4.
Mr. Leon succeeds Captain Verney as member for North Bucks, and Mr. John Dunn has been returned for Paisley. Both are Liberals.

LOCAL AND GENERAL.

THE Directors of the Hongkong and Shanghai Banking Corporation have appointed Mr. F. de Bovis chief manager.

An emergency meeting of Victoria Lodge, No. 1026, will be held in Freemasons' Hall, Zealand Street, on Tuesday, the 9th instant, at 5 for 5.30 p.m. precisely. Visiting brethren are cordially invited.

THE Band of the A. & S. Highlanders will play the following programme at the Barrack Square to-morrow, commencing at 7.30 p.m.:

March "Light Infantry" (Kral)
"The Girl of the Year" (Kral)
"The Girl of the Year" (Kral)
"The Girl of the Year" (Kral)
"The Girl of the Year" (Kral)
"The Girl of the Year" (Kral)
"The Girl of the Year" (Kral)
"The Girl of the Year" (Kral)

Two smoky looking gentlemen of Spanish persuasion were haled up to the Police Court today on a charge of having trespassed upon the land of the immediate vicinity of the Kowloon East Fort on the 3rd inst. Mr. Wise did not consider the charge a serious one, and accordingly discharged both prisoners. ("Browne" should be up and doing.)

THE Hon. J. J. KESWICK'S Share Bill will probably be brought forward for its second reading at the meeting of the Legislative Council on the 12th inst. We believe that the Bill will be seconded by the Hon. P. Ryle, but if rumour does not lie, both the other unofficial members will oppose the second reading and are likely to be supported in their opposition by several of the official members. We shall deal editorially with Mr. Keswick's maiden attempt at independent legislation in the course of a day or two.

THE Daily Press has this gem in its Police Court items:—"The case in which Joseph R. Grimble, a sanitary inspector, is charged with having carnal knowledge of a girl under sixteen years of age was again remanded owing to the inability of the girl to attend in consequence of having been confined." The charge references to "carnal knowledge" and "in consequence of having been confined" are too awful for anything; our contemporary will be haled up for indecent language if it doesn't take care.

"CITIZEN'S" second letter headed "Our Latest Enterprise" is of no earthly public interest, and it would serve no useful end to print it; besides it contains uncalculated personalities which we prefer not to publish. We are quite willing to submit our correspondence to the censor's pen, but our "diplomatic women" has positively "run astray," and we do not in the least object to being informed that our "assumptions are absolutely gratuitous and certainly not to the point." We have been told all this before, and still we live.

OUR promised truthful and unabridged history of the Hongkong Marine, Limited, which has been purposely kept back in order to give Mr. St. John Hancock, F.R.S.B.A., &c., a fair show in his recent sensational suit against the Shamshen Hotel Co., will probably appear in Saturday night's issue. Mr. Hancock's little bill against the Shamshen Hotel Co. made all the architects of the colony hold up their hands in astonishment and fear their hat with envy; when they see how he has manipulated the money of the luckless shareholders of the Marina they will probably feel inclined to invite him to a banquet and make him President of the Ancient Order of which he is such a distinguished ornament. We shall see!

THINGS generally in the colony, and especially on the Rialto, are gloomier than ever. Governor des Vaux left Hongkong a few weeks too soon. Had he been here now, that amusing budget of optimistic twaddle which his Excellency inflicted on a long-suffering and patient Council and foolishly imagined he was evolving a sufficient reply to the Hon. T. H. Whithead's able and thoroughly business-like review of Hongkong's true financial position and commercial prospects would probably never have been uttered—or if it had, it would have been all taken back with full apologies. With the public at large next door to starvation, the pampered Government officials of the Mitchell-Innes stamp are hardly likely to have a long lease of the lavish increase of salaries they have striven so hard to "squeeze" out of an already disgracefully over-taxed community.

Up to the 23rd ulto. Bangkok is described as being the ante-chamber of Hades, the thermometer showing 103 in the shade, and the *Siam Gazette* is reduced to quoting the almanac to shew what sort of weather they should be having.

CONSIDERABLE attention is being given to the recent decision of United States Judge Cox that Chinese crossing Niagara river in row boats cannot be barred from landing under the Exclusion Act, inasmuch as "a row boat is not a vessel." If this decision holds, nothing is to prevent the population of China from going to the United States in sampans, row boats, skiffs, and canoes.

THE Hon. Treasurer of the Alice Memorial Hospital begs to acknowledge with thanks the following donations to the funds of the Hospital:

Messrs. W. Hewitt & Co. £25
Messrs. J. Peerbay & Co. 10
W. Powell, Esq. 10
Y. Fukuhara, Esq. 10
J. Mitchell, Esq. 5
W. Parlane, Esq. 5
T. Silberman, Esq. 5

As it is more than likely that Mr. Acting Justice Ackroyd's decision in the cross actions between Mr. Hancock, architect, etc., and the Shamshen Hotel and Land Co., Ltd., will be appealed against on the grounds that it is entirely contrary to the evidence, and the charges for alleged plans allowed are not in accordance with the recognised and long established customs of architects, we refrain for the present from commenting on Mr. Ackroyd's judgment. The case is to have been tried before a jury of business men.

To all whom it may concern: We, etc., etc., do hereby appoint the Editors of the Hongkong Daily Press—how many Editors has *Granny* on the list?—to allow their office around and select a new Chief Minister for China, viz. Sir John Walsingham, written down an ass, deservingly so; by the "Archimedean" craft of Upper Wyndham Street. N.B.—A large number of share-brokers at present "out of collar" are eligible for this important appointment, and we think Colonial Treasurer Mitchell-Innes might be interviewed with safety.

GENTLEMEN who indulge in the luxury of keeping ponies should also keep an eye on their fodder bins, for it would seem that bran, etc., is in strong demand in certain quarters. At the Magistrate's today Mr. Kennedy charged two men, with purloining certain quantities of this article from his stables. They were caught red-handed and their reward was \$10 or a month's imprisonment. A third prisoner who was employed on the premises was ordered to find two securities of \$25 each for his good behaviour for six months or to go to goal for six weeks.

LI KE, a widow, and Yan Tung, a wife, were charged at the Magistrate's with having fought for honor or glory, but for each other's back hair, at an early hour this morning. Mighty matters often have their origin in trifles, and in this case a child was the cause of the trouble. Mr. Wise, however, was not pleased in the difficult and delicate position of the Magistrate, and he found himself at last obliged to decide what would be the price for the luxury of a street fight, and assessed it at fifty cents or a three days' sojourn in the Retreat. One retired, the other paid the penalty.

THE man who, as far as our morning contemplation is concerned, is "Alone in Kowloon," where he sincerely hopes he will remain until he grows better—had a cheering experience the other morning, unless he likes an expert. He was staying all night at a village he calls "Mr. Hui, and at break of day, before starting for Sun-ming-chow, he had a light breakfast costing three cash." Now, what did Mr. Gustav L. Oberge actually get in the way of breakfast for cash, about a third of a cent? A little dose of light banter? If he didn't, he ought to have enjoyed that treat. Wasn't Menchenhausen a countryman of Oberge's?

OUR esteemed contemporary the *Sentinel* is getting giddy in its old age, and in the latest number spreads itself considerably on the subject of "woman." The reason is that an old maid (S. J. Apple) named Kibby, the Revd. J. C. if you don't mind—has been taking off the four quarters of heaven that the time has come when woman must have her day. The medium of the shriek is a printed address which has been published and scattered broadcast throughout the civilized globe, and the subject "Woman created and redeemed as a Queen-Regnant." The worthy pastor hysterically demands "Did God create woman as a toy for man to play with, or as a slave to sacrifice all the brightest and best of his life in order that men might lord it over their sisters in comfort and idleness, or as a co-equal in dignity and duty?"—to which we can only answer, "not being there, can't say." The Revd. J. C. goes on to shew that the Bible teaches that woman was made equal to man in all things—excepting a minor matter of ribs, and a few other discrepancies in the form of shape and general get-up—that "God never intended that man should rule all the governing and have all the dominion," and intimates that it is through man's depraved folly that he has assumed a responsibility for which he is not equal and has made a fool of himself by refusing the aid of woman. Our religious contemporary endorses all this, which fact goes a long way towards confirming our previous suspicions that the occupant of the *Sentinel's* editorial chair is indeed an old woman.

AMONGST the passengers who left here yesterday for Bangkok by the Scottish Oriental Co.'s steamship *Loe Sok* was Mr. Chesney Duncan, for the past thirteen months a member of the reportorial staff of this journal, and well known throughout the colony as the energetic and indefatigable Honorary Secretary of the British Mercantile Marine Officers' Association, an institution which mainly owes its foundation and practically owes its existence to his unceasing efforts. Mr. Duncan goes to Bangkok to join the staff of the *Bangkok Times*, and with a fair show he is certain to distinguish himself in his new sphere of action. He bears a historic name, being the son of Colonel Chesney Duncan, R.A., and nephew of General Sir George T. Chesney, K.C.B., C.S.I., Military Secretary to the Governor of India; but his more on his own abilities than to illustrious antecedents that Mr. Duncan will have to rely in Bangkok, and judging by what he has accomplished both in Korea and Hongkong in the cause of enlightened progress, his advent in Siam, a rapidly rising and flourishing country, should prove of material assistance to the enlightened King and his leading statesmen, who are striving with might and main to secure to the people the priceless privileges of free and enlightened government. We understand that the members of the local British Mercantile Marine Officers' Association intend presenting their late Secretary with a testimonial in recognition of his services to a good cause, and it is greatly regretted that this could not have been done before Mr. Duncan left for Bangkok; however, better late than never. We wish our late confrere every success in his new career, and feel sure that if he does not succeed it will not be for lack of trying hard.

THE *Siam Herald* says that the proposed railway to Korat, about which there has been so much talk, has now been indefinitely postponed.

At the Magistrate's this morning a young gentleman, although the authorities cognomen of Ignacio Rocha, and who was vaguely described as a scholar, was charged with having surreptitiously annexed three gold rings to the value of \$15 from one Francis Garcia. The charge, however, was withdrawn, and the defendant accordingly discharged.

REVIEW.

THE PHILIPPINE ISLANDS.

At a time like the present, when hardly a square inch of accessible territory remains unvisited and undescribed, it is somewhat a matter for surprise that a concise, critical, and (so far as we can gather) accurate account of the magnificent archipelago which constitute the Philippines should only just be available. Such a one is this under notice, and it well repays examination, from the fact that it was composed, free-thinking spirit, and has been amended and distorted to coincide with the Catholic tenets embraced more recently by the author, who, in becoming the apologist of the priesthood, sacrifices to a very considerable extent his freedom to attack the rapacious Orders under whose baneful influence that distressful Colony is a hot-bed of vice and venality. The comprehensive nature of the book, as described on the title-page, must therefore be narrowed down to its limits, and regarded more as the impressions of an Englishman who became, rather in spite of his semi-adoption of the Spanish tongue, manners, and opinions, has presented a readable account of researches into the history of the Islands, their inhabitants, and their conquerors, from a by-stander's point of view.

It is difficult to decide which is the most interesting portion of the book—in its 500 pages there is something to entertain and instruct every class of the community. Much that the author says of the city of Manila will be new to even those who have resided or visited the place, but the descriptions of native life are undoubtedly the freshest and most instructive. The purpose of the writer has evidently not been that of screening the impotent, avaricious mob of officials who are supposed to constitute the Government of that glorious province, but even he has hesitated to say all that is whispered concerning the abuses and corruption that exist, which never by any chance see light in the Press. It is a pity, therefore, that the author has not down a plain unadorned record of the *casus belli* between the Hongkong and Shanghai Bank and Jurado & Co.

It would be unfair to Mr. Foreman to quote as copiously as we could wish, so that we must content ourselves with simply giving his concluding words:—

Happiness is merely comparative: with a lovely climate—a continual summer—and all the absolute requirements of life at hand, there is not one-tenth of the misery in the Philippines that there is in Europe, and none of that torrid wretchedness facing the public gaze. Beggarly as is as yet in its infancy—there are only some decrepit professionals who have been thrifless in their youth and know that Friday is an almsgiving day. Still this exists only in the most Europeanized centre—Manila. Squalid is extremely rare, and even the few mendicants one meets seem gay and cheerful in their way. The hospitality of the settled Spaniards and Tagalog natives in the provinces is a novel but charming experience to the traveller, for there is nothing to be compared with it in Europe. The tourist, of a genial and forbearing disposition, can roam through half the Colony without heed for the morrow. There is yet a million acres of virgin soil only awaiting the co-operation of husbandman and capitalist to turn it to lucrative account. The first railroad, now in course of construction, will probably lead to the making of others and render access to the shipping ports easy. The laws are quite mild enough—in the worst of the colonies, and of precision and promptitude in their dispensation which operates adversely to all but the clique in office.

If attention were given—firstly, to the construction and preservation of high roads and Public Works in the provinces; secondly, to the simplification of Legal Process; thirdly, to the establishment of Summary Courts of Justice; fourthly, to a limitation of the number of native petty lawyers; fifthly, to the improvement of the Civil Guard; sixthly, to the expenditure of *pesetas* locally within the locality of their collection; seventhly, to the concentration of Taxes; eighthly, to the abolition of Customs Houses; ninthly, to the liberty of the Press with certain defined restrictions; and tenthly, to the limitation of the Friars' duties to their qualification as defined by the Council of Trent—this Colony might, ere long, rank in importance with its neighbours.

* The Philippine Islands, a Historical, Geographical, Ethnographical, Social, and Commercial Sketch of the Philippine Archipelago, by John Foreman, F.R.G.S. & vol. Kelly & Walsh, Limited.

THE DIOCESAN HOME AND ORPHANAGE.

The following is the twenty-second annual report of the Committee of the above named institution:—

The year that has just passed has been one of much encouragement to the Committee and the Teachers. For the first time the School won the valuable prize of the Government Scholarship, F. Southey having come out first of the candidates in Hongkong. This success redounds much to the credit of the Institution, as Southey knew but very little English when he entered the School in 1879.

Another cause of encouragement is the response of the public in Hongkong and the Southern Ports to the Committee's appeal for a Building Fund, in order to add a new wing to the present building. The necessity for enlarged accommodation has long been felt both for health's sake and also on account of the increase of boarders during the last few years. An appeal was made at the beginning of last year for \$4,000, and before the end of the year some \$3,300 had been collected. His Excellency Sir William Des Vaux, at the Prize-giving at the Home in March, offered to contribute the last hundred of the sum required, on condition that the remainder—between six and seven hundred dollars—should be raised within a reasonable time. This offer soon brought a magnificent gift of \$500. The Governor at once forwarded his cheque, with the kind remark that he "had rarely made a contribution of the kind with such great pleasure as he did to the Diocesan Home." His Excellency expressed himself after the prize-giving as much gratified by what he saw of the building. The names of the donors to the building Fund, with the amounts, are appended to the report. The Committee take this opportunity of most warmly thanking all who have contributed to this Fund, and will be glad to receive further donations, as in addition to the new work to be carried out, much will have to be spent on the old building in repairs, and in levelling the new playground. The plans, specifications, and estimates of the new wing have been laid before

the Government for approval, and it is hoped that the commencement of the work will not be long delayed. A sum of \$213 was contributed by former pupils of the School.

The thanks of the Committee are due to the Rev. G. H. Bondfield and the Committee of the Union Church for an offering collected after an appeal to the congregation on behalf of the Home, and to the Hongkong Choral Society for the proceeds of a performance.

Thanks are due to Colonel Chater for tickets admitting the boys to see the Assault-at-Arms in the City Hall; and also to Mr. A. Holt, of Liverpool, for a donation of £4,100, in reduction of passage-money of the Third Master.

It is satisfactory to find that the financial year of the school, ending 31st March, closed with a small but favorable balance instead of, as last year, with a deficiency. This could not have been the case but for the annual subscriptions so kindly contributed by many firms and private individuals in this community. The report of the Head Master given below shows that much good work has been done. The charitable work of the Institution is also not small. At present there are six free boarders and four free day scholars, as well as 15 boarders and 24 day scholars on reduced fees. As a good educational and a charitable institution, therefore, the Committee again confidently appeal for a continuance of the kind help so freely given in the past.

CLASSIFICATION.				
Boarders.		Day Scholars.		Total.
Extraction.	Boys.	Boys.	Girls.	
Europeans.....	7	14	3	17
Eurasians.....	41	4	2	47
Asiatics.....	14	35	—	49
Total.....	62	53	5	120

THE HEADMASTER'S REPORT FOR 1890.

Mr. George Piercy writes:—
It gives me great pleasure to be able to report that the conduct and health of the inmates of the Institution have been very good during the past year; there has been very little sickness for any occasion. A number of boarders. Some accidents have occurred in the playground; for the first time in many years two boys fell and broke their arms, and one boy, in landing from the bathing launch, slipped into the water, but was none the worse for his involuntary bath. Our best thanks are again due to Drs. Ayres and Aikinson for their kind attendance.

As the Institution was opened in January 1870, we have been before the public for 21 years, and the steady progressive increase in numbers and efficiency has culminated, on the occasion of our coming of age, in one of our pupils, F. Southey, winning a public examination open to the Colony, the very valuable Government Scholarship of £200 a year for 4 years, which will enable him to study for a profession in England. In July seven boys entered for the Oxford University Local Examination, and six passed; one in the Senior Examination, thus attaining the title of Associate in Arts (A.A.); five in the Junior Examination, and one as a Junior over age. Two were specially distinguished. H. W. Lapsley was 33rd in English, and 26th in religious knowledge; R. Lapsley was 54th in English. Five boys who could not speak English when they first entered the school, to win the 23rd and 54th places in honours in competition with English boys in England, is certainly very creditable.

In former years we were troubled with well-to-do Chinese youths, who paid one month's fee, attended school for a few days, and then left to while away their time elsewhere. To save book-keeping and discourage such unsatisfactory pupils, the fees were made payable quarterly and in advance. This arrangement has been enlarged to accommodate and save fees at the Victoria College have reduced the names on our roll from 143 to 138. But notwithstanding this, the average attendance on the 243 school-days has risen from 88.64 to 94.73; 79 children had been present the 200 days required by Government; one boy, of weak intellect, was not examined, one day-scholar was absent on account of sickness, six boys had already passed the highest standard, and are doing Oxford local work; the remaining 71 were examined: 63 passed, or 87.3 per cent; 9 failed, or 12.7 per cent. In subject each, but not being in the II, III, or IV standard, where copy-writing conditions failure in one subject, they were marked failed.

In history and needlework 100 per cent. passed, reading 98.6, geography 97, dictation 94.36, arithmetic 90.14 and composition 90 per cent. In each of the special subjects 25 boys were examined: in animal physiology 88 per cent, passed; algebra 80, in Euclid 76 and physical geography 60 per cent. These percentages are not equal to those of 1889, but may be considered as satisfactory in view of the fact that with a higher average attendance we had during some months only two masters instead of three.

The Inspector adds to his report—Military drill appears to have given to this School a pleasing appearance of orderliness, smartness, and alacrity, without producing, so far, any symptoms of hardness as to discipline or want of cheerfulness on the part of the boys.

The Second Master, Mr. Maclellan, has again rendered most valuable help in all matters, particularly in the drill, and in the formation at his own expense of a school drum-and-bag band (carefully instructed by Mr. Lewis, formerly bandmaster of the 58th Regiment). There were several changes in the appointment of Third Master. For some months Mr. Barlow, of the Victoria College, ably assisted us, but for some time we were without a Third Master, until the arrival in November of Mr. T. W. Hall, an experienced teacher from the Worcester Royal Albert Orphan Asylum, who was selected and sent out by our Hon. Secretary, the Rev. W. Jennings.

During the last six months some boys were placed in situations, but continued to live in the Institution, and considering the temptations that surround youths in the Colony, it is well to encourage old pupils to regard the School as a home, where they will be welcome and have every reasonable liberty. In the plans for extension, suitable provision should be made for such boarders. We continue to pay \$50 a month rent for Priory Lodge for 70 boarders and 30 day-scholars, and annual income of nearly \$10,000 from fees. Government grants should have more extensive premises. Our class-rooms are also inadequate. A Building Fund was suggested two years ago by H. E. West-General Cameron. The Hon. A. P. McKewen gave us a handsome start last year, and we have now received \$3,338.15 towards the \$4,000 Mr. McKewen asked for to meet a like sum of \$4,000 from the Government under the provisions of the Grant-in-Aid scheme.

The Acting Colonial Chaplain (Rev. H. E. Taverer) examined the school in Scripture, and reported: "Some of the papers are very good, and all with one or two exceptions, are up to a very fair standard."

Our best thanks are due to Hon. J. J. Keswick, Messrs. Jackson, Purcell, G. Sharp, Ho Tong and Ho Fook for contributing the prizes.

HONORARY DON BY PUPILS DURING 1890.
Hongkong Government Scholarship, 1890-1891.
£200 for 4 yrs, with passage to and from England, F. Southey.

Oxford University Local Examinations.
Senior (with title A.A.) J. Toppla.
Junior: H. W. Lapsley, with honours in English (23), and Religious knowledge (26); R. Lapsley, with honours in English (54); F. H. Jennings, T. Cock, C. Wandeleesch.
Balthus Medal and Prize Examinations.
First Prize \$10, with Silver Medal, F. Southey; Fifth Prize, \$15, T. Cock.

IN ACCOUNT CURRENT WITH J. J. KESWICK, HON. TREASURER.

Dr. April 1890 to March 1891.

To Balance from last account.....\$ 401.92

" paid Salaries of European Masters.....\$ 7,981.02

" Bonus to same.....1,020.00

" Passages of 3rd Master from Liverpool.....239.31

" Salaries of Chinese Master.....468.00

" Wages.....858.00

" for maintenance.....421.89

" Clothing.....475.05

" School material.....421.87

" Furniture and repairs.....59.58

" Sundries.....56.03

" Fees for Oxford local examination for a pupils.....14.00

" H. & S. Bank interest on overdraft.....16.06

" for Fire Insurance to July, 1891.....32.10

" Amount transferred to Building Fund (being part of donations).....50.00

" Paid one year's rent of Priory Lodge to 31/3/91.....\$600.00

" less rent from Church Missionary Society 6 months to 31/3/91.....180.00

" Balance of Steam-launch Fund.....420.00

" Bathing.....2.20

" Prize Fund.....3.23

" carried down.....294.30

\$11,650.33

Cr. April 1890 to March 1891.

By donations as per list.....\$1,350.00

" recd. Grant-in-aid from Government.....661.00

" Government building grant.....355.00

" from St. Peter's offertory \$150.....150.00

" School fees.....\$913.29

" for sale of school material.....157.04

\$17,450.33

E. & O. Z. J. J. KESWICK, Hon. Treasurer.

Hongkong, 31st March, 1891.

April, 1891—By balance brought down.....\$294.33

Commercial.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank, cum New Issue—190 per cent. premium, sellers.
 Union Insurance Society of Canton—\$95 per share, buyers.
 China Traders' Insurance Company—\$63 per share, sellers.
 North China Insurance—Tls. 275 per share, buyers.
 Canton Insurance Company, Limited—\$115 per share, sellers.
 Yangtze Insurance Association—Tls. 70 per share, nominal.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$308 per share, sellers.
 China Fire Insurance Company—\$82 per share, sellers.
 Hongkong and Whampoa Dock Company—\$102 per cent. premium, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$33 per share, buyers.
 China and Manila Steam Ship Company—120 per share, sellers.
 Hongkong Gas Company—\$131 per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
 Indo-China Steam Navigation Company, Limited—25 per cent. discount, buyers.
 Douglas Steamship Company—\$46 per share, sellers.
 China Sugar Refining Company, Limited—\$186 per share, buyers.
 Luzon Sugar Refining Company, Limited—\$90 per share, sellers.
 Hongkong Ice Company—\$90 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$75 per share.
 Hongkong Dairy Farm Co., Limited—\$7 per share, sales.
 A. S. Watson & Co., Limited—\$20 per share, ex div. sales and buyers.
 Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent. premium, buyers.
 Hongkong Rope Manufacturing Company, Limited—\$125 per share, buyers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 Punjion and Sunghie Dus Samantan Mining Co.—\$4.25 per share, sales and buyers.
 The Raub Gold Mining Co., Limited—80 cents per share, sales and buyers.
 Imuris Mining Co., Limited—\$11 per share, sales and buyers.
 The Belmont Gold Mining Co., Limited—\$7 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$82 per share, buyers.
 Tongkin Coal Mining Co.—\$400 per share, sellers.
 The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.
 The East Borneo Planting Co., Limited—\$10 per share, sellers.
 H. G. Brown & Co., Limited—\$51 per share, buyers.
 The Sengat Koyah Planting Co., Limited—\$134 per share, buyers.
 Cruickshank & Co., Limited—\$35 per share, nominal.
 The Steam Launch Co., Limited—nominal.
 The Austin Arms Hotel and Building Company, Limited—\$13 per share, sellers.
 The China-Borneo Co., Limited—\$16 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.
 The Green Island Cement Co.—\$17 per share, sellers.
 The Hongkong Land Investment Co., Limited—\$86 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$6 per share, sellers.
 Geo. Fenwick & Co., Limited—\$14 per share, sales.
 The West Point Buildings Co., Limited—\$30 per share, sellers.
 The Peak Hotel and Trading Co., Limited—\$8 per share, sellers.
 The Labak Planting Co., Limited—\$35 per share, sellers.
 The Laning Planting Co., Limited—\$7 per share, buyers.
 The Jebleu Mining and Trading Co., Limited—\$21 per share, sellers.
 The Selama Tin Mining Co., Limited—\$1 per share, sellers.
 The Shamshen Hotel Co., Limited—nominal.
 The Kowloon Land Investment Co., Limited—\$15 per share, buyers.
 The Bank of China (Japan) & the Straits Ltd.—\$17 per share, sellers.
 The Bank of China & Japan & the Straits Ltd.—Founders' shares, \$180 per share, sellers.
 The Hongkong Marine, Ltd.—nominal.
 London and Pacific Petroleum Co., Ltd.—\$15, sellers.
 The National Bank of China, Ltd.—30 per cent. div. sales.
 The National Bank of China, Ltd.—Founders' shares, \$425 per share, buyers.

Shipping.

ARRIVALS.
 KONG BENG, British steamer, 865, J. B. Jackson, 1st June—Bangkok 28th May, Rice—Yuen Fat Hong.
 VELOX, German steamer, 626, Johansen, 3rd June—Java 27th May, Sugar—Stemmen & Co.
 PERKING, German steamer, 954, F. Schuler, 3rd June—Wuhu 30th May, Rice—Stemmen & Co.
 SWAYOW, German steamer, 631, C. Binge, 3rd June—Whampoa 3rd June, General—Melchers & Co.
 TAIWAN, British steamer, 1,109, Anderson, 4th June—Whampoa 4th June, General—Butterfield & Swire.
 IPHIGENIA, German steamer, 1,200, Magleby, 4th June—Hamburg 18th April, and Singapore 31st May, General—Stemmen & Co.
 CHEANG HYE TING, British steamer, 928, M. G. Scott, 4th June—Singapore 29th May, General—Sun Hin Chan.
CLEARANCES AT THE HARBOUR OFFICE.
 Asago, Japanese steamer, for Nagasaki.
 Taiwan, British steamer, for Shanghai.
 Ly-ti-moon, German steamer, for Shanghai.
 Lanchoi, British steamer, for Saigon.
 Fookien, Chinese steamer, for Shanghai.
 Nantien, British steamer, for Swatow.

DEPARTURES.
 June 3, Taitung, British str., for Shanghai.
 June 3, Brindisi, British str., for Shanghai.
 June 4, Thorndale, British str., for Shanghai.
 June 4, Triumph, German str., for Halloway, &c.
 June 4, Holstein, German str., for Nagasaki.
 June 4, Swatow, British str., for Newchwang.
 June 4, Calcutta, French str., for Shanghai, &c.
 June 4, Asago, Japanese str., for Nagasaki.
 June 4, Yikang, British steamer, for Amoy, &c.
 June 4, Ly-ti-moon, German str., for Shanghai.
 June 4, Fookien, Chinese str., for Shanghai.

PASSENGERS—ARRIVALS.
 Per Kong Beng, str., from Bangkok—29 Chinese.
 Per Peking str., from Wuhu—10 Chinese.
 Per Iphigeneia, str., from Hamburg, &c.—Messrs. E. Heilmann, W. Koopman, F. Focken, and 250 Chinese.

REPORTS.
 The German steamship Peking reports that she left Wuhu on the 30th ultimo. Had light south-westerly winds with heavy foggy weather.
 The British steamship Kong Kong reports that she left Hongkong on the 28th ultimo. From Koh-si-chang down to Gulf of Siam had fresh wind. From Pulo Obi to port had light variable winds prevailing from south and south-east with clear weather.
 The German steamship Iphigeneia reports that she left Hamburg on the 18th April, and Singapore on the 31st ultimo. Had a very fine passage. One Chinese passenger died on the 1st instant, with was buried in usual seamen's fashions.

Post Office.

A MAIL WILL CLOSE.
 For Swatow, Amoy, & Fuchow—Per Italian to-morrow, the 5th instant, at 11.30 A.M.
 For Straits and Bombay—Per Bagnio to-morrow, the 5th instant, at 11.30 A.M.
 For Swatow, Amoy, and Tamsui—Per Smith to-morrow, the 5th instant, at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.
 BISAGO, Italian steamer, 1,499, G. Oregio, 27th May—Bombay 9th May, and Singapore 21st, General—Carlotti & Co.
 CHILYDRA, British steamer, 1,574, G. Payne, 17th May—Saigon 13th May, General—Jardine, Matheson & Co.
 CHINA, American str., 5,200, W. B. Seabury, 29th May—San Francisco 7th May, and Yokohama 24th, Mails and General—P. M. S. Co.
 EMPRESS OF INDIA, British steamer, 3,003, O. Marshall, R.N.R., 28th May—Vancouver, via Yokohama 22nd May, and Shanghai 26th, General—Dodwell, Carlill & Co.
 GENERAL WERDER, German steamer, 1,819, B. Blanke, 2nd June—Yokohama 24th May, Mails and General—Melchers & Co.
 FAME, British steamer, 117, Lieut. Wm. G. Comley, R.N.R.—Hongkong Government tender.
 HAPHOONG, French steamer, 845, Bouquet, 2nd June—Haiphong 30th May, General—Messageries Maritimes.
 HAITAN, British steamer, 1,183, S. Ashton, 3rd June—Fuchow 29th May, Amoy 31st, and Swatow 2nd June, General—D. Lapraik & Co.
 LANCILOT, British steamer, 1,564, J. Thomas, 30th May—Saigon 26th May, Rice and Paddy—Arnhold, Karberg & Co.
 MACDUFF, British steamer, 1,883, Porter, 31st May—Kutchinotia 27th May, Coal—Dodwell, Carlill & Co.
 MARIE, German steamer, 704, A. Hundewadt, 27th May—Whampoa 27th May, General—Wielers & Co.
 MARTHA, German steamer, 1,580, Abrenkied, 1st June—Kobe, via Malak 26th May, General—Wielers & Co.
 NAMVONG, British steamer, 984, Wm. Smith, 1st June—Saigon 28th May, Rice and General—Bun Moh.
 NANSHAN, British steamer, 825, J. Blackburn, 30th May—Bangkok 22nd May, Rice—Ho Hin.
 OSCARSHAL, Norwegian steamer, 1,800, Reichborn, 24th May—Odessa, via Singapore 17th May, General—Order.
 PHRA NANG, British steamer, 1,031, W. H. Watton, 31st May—Bangkok 23rd May, and Koh-si-chang 25th, General—Yuen Fat Hong.
 POLLUX, German str., 898, H. Hellmers, 2nd June—Saigon 28th May, Rice and General—Melchers & Co.
 SMITH, Chinese steamer, 704, H. Leffler, 3rd June—Swatow 2nd June, General—Truck Yue.
 SUSSIX, British steamer, 1,620, H. F. Holt, 1st June—Portland (Oregon) 20th April, and Nagasaki 27th May, General—Clibb, Livingston & Co.
 TELLYS, Norwegian str., 1,648, F. Amundsen, 3rd June—Kutchinotia 29th May, Coal—Mitsui Bussan Kaisha.
 WUOTAN, German steamer, 1,016, A. Ott, 25th May—Amoy, via Singapore 18th May, Coal—Wielers & Co.
 ZAFIRO, British steamer, 675, A. W. R. Cobbin, 2nd June—Manila 31st May, General—Russell & Co.
 ZANZIBAR, British steamer, 1,019, C. McFee, 1st June—London 9th April, and Singapore 27th May, General—Russell & Co.

SAILING VESSELS.
 ADOLPH OBRI, American bark, 1,376, F. Carlotti, 5th March—New York 31st August.
 Kerosene Oil—Reuter, Brockmann & Co.
 AUSTRIA, British bark, 1,105, Geo. N. Dakin, 30th April—New York 11th Nov., Kerosene Oil—Order.
 AUGUSTA, German bark, 473, Jensen, 26th May—Bajana 5th May, Timber—Wielers & Co.
 CAMBUDJON, British ship, 1,197, R. Carland, 19th May—New York 28th Nov., Petroleum.
 COLUMBUS, German ship, 1,428, L. Haesloop, 21st April—Singapore 20th March, Timber—Melchers & Co.
 DON JUAN, American bark, 708, B. Neilson, 21st April—Singapore 28th Feb., Timber.
 HYDRA, Danish bark, 786, C. Christensen, 26th April—Hamburg 5th December, General—Carlotti & Co.
 ISAC REED, American ship, 1,480, F. D. Waldo, 25th May—New York 23rd Nov., Kerosene Oil—Russell & Co.
 JOHN BAZLEY, American bark, 700, F. P. Shepherd, 26th May—Singapore 2nd May, Timber—Order.
 MCLAUREN, American ship, 1,313, F. L. Oakes, 26th April—New York 30th November, Petroleum—Order.
 OMBRO, British bark, 480, A. V. Brown, 23rd May—Singapore 24th April, Timber—Master.
 SARA MERKEDS, Peruvian schooner, 245, A. Munstling, 4th July—Saigon 27th June, Rice—Captain.
 ST. JAMES, American ship, 1,487, W. D. Burnham, 28th April—Shanghai 21st April, Ballast—Russell & Co.
 VIKTOR, British bark, 491, R. Martin, 26th May—Honolulu 19th April, General—Chinese.

MAILS EXPECTED.

THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer Peshawar, with the outward English mail, left Singapore on the 3rd instant at 8.30 a.m. and is expected on the 9th.

THE INDIAN MAIL.
 The steamer Lightning, from Calcutta, left Singapore on the 31st ultimo and is due here on the 6th instant.

STEAMERS EXPECTED.
 The China Shippers' Mutual S. N. Co.'s steamer Pinesway, from Glasgow, London, and Liverpool, left Singapore on the 31st ultimo and may be expected here on or about the 5th instant.
 The 'Union' line steamer Ery left Singapore on the 30th ultimo and may be expected to arrive on the 6th instant.
 The P. & O. S. N. Co.'s steamer Thetis, from Bombay, left Singapore on the 1st instant at 5.30 p.m. and may be expected here on or about the 8th.

Masonic.
NETLAND LODGE.
 No. 525.
AN EMERGENCY MEETING OF THE ABOVE LODGE will be held in the FREEMASONS' HALL, Zealand Street, on FRIDAY next, the 5th June, at 5.30 p.m. precisely. Visiting Brethren are cordially invited.
 Hongkong, 2nd June, 1891.

To be Let.
TO LET.
 No. 9, SEYMOUR TERRACE.
 HOUSE in Pokfulam Road, "Nullah Side," ROOMS in College Chambers, OFFICES and CHAMBERS in Connaught House, Queen's Road Central, OFFICES in Victoria Buildings.
 No. 2, PEDDER'S HILL.
 Apply to
 DAVID SASSOON, SONS & Co.,
 Hongkong, 3rd June, 1891.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.
TO LET.
 KNUTSFORD TERRACE, KOWLOON.
HOUSES with 5 ROOMS, including Bath-room and Verandah. Good view and Healthy situation. Rent and Taxes \$35, a month.
 Apply to
 THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.,
 Hongkong, 24th March 1891.

TO LET.
 With Immediate Possession.
 No. 17, PRAYA CENTRAL.
OFFICES—above Messrs. Douglas, Lapraik & Co.'s Premises.
 Apply to
 THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.,
 Hongkong, 16th December, 1890.

TO LET.
BAHAR LODGE, THE PEAK.
 R. B. LOT No. 59.
THIS desirable residence with Gas laid on to be Let Furnished or Unfurnished.
 Apply to
 HONGKONG LAND INVESTMENT AND AGENCY CO., Ltd.,
 Hongkong, 12th May, 1891.

TO LET.
HOUSE No. 6 in Arbuthnot Road, crossed by Chancery Lane, at \$50 per month, including taxes, as it is, and from 1st of July next.
 Apply to
 V. GUTIERREZ,
 Hongkong, 30th May, 1891.

TO LET.
TOGETHER or subdivided from 1st June next, HOUSE No. 5, Chancery Lane with 10 Rooms and Bath Rooms. Two separate entrances.
 Apply to
 J. M. V. DE FIGUEIREDO,
 No. 5, Calne Road.
 Hongkong, 2nd May, 1891.

TO LET.
AN exceedingly comfortable and cool 6 ROOMED HOUSE.
 Apply to
 THE SECRETARY,
 Humphreys Estate & Finance Co., Ltd.
TO BE LET.
HOUSES at Mountain View near Plunkett's Gap Hill District, consisting of 5 or 6 large dwelling rooms with every convenience. These houses overlook both sides of the island and are cool, comfortable and healthy.
 Apply to
 JOHN A. JUPP,
 Secretary,
 The Austin Arms Hotel, and Building Company, Ltd.,
 38 & 40, Queen's Road Central,
 Hongkong, 26th May, 1891.

NOTICE.
GRIFFITH'S PHOTOGRAPHIC ROOMS 1, Ice House Road are suitably lighted to produce all styles of Portraiture in any weather. CABINETS from \$6 a dozen. CARTES DE VISITE from \$3 a dozen. LIFE SIZED BUSTS in Colour, of Black & White. IVORY MINIATURES, &c., &c. NEW VIEWS OF HONGKONG and the Coast Ports are always ready.
 Hongkong, 24th September, 1891.

Mails.

NORDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
 SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
 ALSO,
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 7th day of June, 1891, at 11 A.M., the Company's Steamship "STUTTGART," Captain V. Schuckmann, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port at above, Calling at GENOA, Shipping Orders will be granted till Noon. Cargo will be received on Board until 4 p.m. Specie and Parcels not to be sent on Board the 6th June. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required. The Steamer has splendid Accommodation, and carries a Doctor and Stewardess.
 For further Particulars, apply to
 MEYERSON & Co., Agents.
 Hongkong, 13th May 1891.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.
 ALSO,
 BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.
 N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSTAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "SUTLEJ," Capt. W. D. G. Worcester, R.N.R., with Her Majesty's Mails, will be despatched from this Port for LONDON, via BOMBAY and SUEZ CANAL on THURSDAY, 11th June, at Noon.
 Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M. on the day before sailing.
 Silk and Valuables for Europe will be shipped at Colombo. General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.
 Tea will be sent either via Bombay or Colombo, according to arrangement.
 For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

THE CONTENTS and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
 The Steamer takes Cargo and Passengers for Marseilles.
 E. L. WOODIN, Superintendent.
 P. & O. S. N. Co.'s Office,
 Hongkong, 16th June, 1891.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
VIA
THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
 Empress of India, Tuesday... June 30th.
 Empress of China, Tuesday... July 28th.
 Empress of Japan, Tuesday... Aug. 25th.
THE Steamship
 "EMPEROR OF INDIA,"
 Captain O. P. Marshall, R.N.R., sailing, at Noon, on TUESDAY, the 30th June, with Her Majesty's Mails, will proceed via YOKOHAMA, SHANGHAI, inland Sea, KOBE, and YOKOHAMA.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.
 To Vancouver, Victoria, Esquimaux, Seattle, Tacoma, Portland, O., San Francisco.....\$225.00
 To Banff, Calgary.....\$255.00
 To Winnipeg.....\$275.00
 To Minneapolis, St. Paul, Duluth.....\$295.00
 To Chicago, Kansas City, St. Louis, Milwaukee.....\$305.00
 To Detroit, Cleveland, Columbus, Hamilton, London (Engl.), Toronto, Niagara Falls.....\$305.00
 To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburgh, Washington, Boston, Portland (Maine), Halifax, St. John.
 To Liverpool and London.....\$325.00
 To Paris and Bremen.....\$345.00
 To Havre and Hamburg.....\$355.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials.
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
 Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
 4 months.....\$337.50
 12 months.....\$397.50
 Time is reckoned from date of issue to date of re-embarkation at San Francisco.
 Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
 All PARCEL PACKAGES should be marked "address in full" and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
 For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.
 J. S. VAN BUREN, Acting Agent.
 Hongkong, 1st June, 1891.

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS.
CHARTS AND BOOKS.
 No. 41, Queen's Road Central.

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.
PROPOSED SAILING FROM HONGKONG.
 China.....Thursday 11th.
 City of Peking.....Tuesday 7th July.
 City of Rio de Janeiro.....Thursday 30th July.

THE U. S. Mail Steamship
 "CHINA" will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 11th June, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.
RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., &c.....\$225.00
 To Liverpool and London.....\$325.00
 To Havre and Bremen.....\$345.00
 To Havre and Hamburg.....\$355.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials.
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
 Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
 4 months.....\$337.50
 12 months.....\$397.50
 Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
 Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
 For further information as to Passage and Freight, apply to the Agency of the Company No. 72, Queen's Road Central.
 J. S. VAN BUREN, Acting Agent.
 Hongkong, 1st June, 1891.

CANADIAN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG, 1891.
 (SUBJECT TO ALTERATION.)
 Empress of India, Tuesday... June 30th.
 Empress of China, Tuesday... July 28th.
 Empress of Japan, Tuesday... Aug. 25th.

THE Steamship
 "EMPEROR OF INDIA,"
 Captain O. P. Marshall, R.N.R., sailing, at Noon, on TUESDAY, the 30th June, with Her Majesty's Mails, will proceed via YOKOHAMA, SHANGHAI, inland Sea, KOBE, and YOKOHAMA.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.
 To Vancouver, Victoria, Esquimaux, Seattle, Tacoma, Portland, O., San Francisco.....\$225.00
 To Banff, Calgary.....\$255.00
 To Winnipeg.....\$275.00
 To Minneapolis, St. Paul, Duluth.....\$295.00
 To Chicago, Kansas City, St. Louis, Milwaukee.....\$305.00
 To Detroit, Cleveland, Columbus, Hamilton, London (Engl.), Toronto, Niagara Falls.....\$305.00
 To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburgh, Washington, Boston, Portland (Maine), Halifax, St. John.
 To Liverpool and London.....\$325.00
 To Paris and Bremen.....\$345.00
 To Havre and Hamburg.....\$355.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials.
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
 Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
 4 months.....\$337.50
 12 months.....\$397.50
 Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
 All PARCEL PACKAGES should be marked "address in full" and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
 For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.
 J. S. VAN BUREN, Acting Agent.
 Hongkong, 1st June, 1891.

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS.
CHARTS AND BOOKS.
 No. 41, Queen's Road Central.

For Sale.

INTIMATION.
D. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS,
NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS.
 No. 11, Praya Central,
 (Opposite Padder's Wharf).

SOLE AGENTS
for
RAHTJEN'S
GENUINE
COMPOSITION
FOR
THE BOTTOMS OF IRON SHIPS.
HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

SPECIAL SELECTED,
EX-PRIME, PORK and BEEF in Barrels.
Also
AMERICAN PRIME SUGAR-CURED
HAMS and BACON.
CHR. MOTZ & Co., BORDEAUX CLARETS.

CEMENT from the celebrated Factory of Hemm Moor.
FLensburg STOCK BEER,
ENGINEERS' and BLACKSMITHS' MACHINERY and TOOLS.
EVERY KIND OF
SHIPS STORES and REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

ALL KINDS OF
COALS
SUPPLIED AT THE SHORTEST NOTICE.
 Hongkong, 25th March, 1891.
JOHN AMBROSE CLARKE,
 Teacher of Officers, and Engineers,
 No. 75, WYNDHAM STREET,
 Opposite Central Police Station.

CANDIDATES prepared for the MARINE BOARD EXAMINATIONS.
 Author of the "NEW NAVIGATION,"
 And an "Arithmetic" for Engineers, &c.
 Hongkong, 17th February, 1891.

JUST ARRIVED, FOR SALE.
THE New Stem Winder and Enamelled Dial
WATERBURY WATCH.
 SERIES 1.—For Gentlemen, of large size.
 SERIES 2.—For Ladies, of small size.
 \$4.75
 \$5.00
 \$5.25
 \$5.50
 \$5.75
 \$6.00
 \$6.25
 \$6.50
 \$6.75
 \$7.00
 \$7.25
 \$7.50
 \$7.75
 \$8.00
 \$8.25
 \$8.50
 \$8.75
 \$9.00
 \$9.25
 \$9.50
 \$9.75
 \$10.00
 \$10.25
 \$10.50
 \$10.75
 \$11.00
 \$11.25
 \$11.50
 \$11.75
 \$12.00
 \$12.25
 \$12.50
 \$12.75
 \$13.00
 \$13.25
 \$13.50
 \$13.75
 \$14.00
 \$14.25
 \$14.50
 \$14.75
 \$15.00
 \$15.25
 \$15.50
 \$15.75
 \$16.00
 \$16.25
 \$16.50
 \$16.75
 \$17.00
 \$17.25
 \$17.50
 \$17.75
 \$18.00
 \$18.25
 \$18.50
 \$18.75
 \$19.00
 \$19.25
 \$19.50
 \$19.75
 \$20.00
 \$20.25
 \$20.50
 \$20.75